

son route could never compete with the all rail route of the Northern Pacific railway from Duluth to the Red river—that a continuous railway from Superior was indispensable for this purpose, but even this, he urged, would only be a summer route and could not compete with the all rail, all the year round route from the seaboard, *via* Detroit and Chicago. A continuous railway, therefore, from the Ottawa to the Fertile Belt would alone secure both trade and travel to Canada, and maintain our jurisdiction over the north-west. At Sault Ste. Marie and at the Assiniboine, the Canadian Pacific railway would connect with the American system, and so far be international.

As the Dominion was not in a position to undertake it as a public work, the enterprise must depend upon the lands of the Fertile Belt. If these would not repay the cost, the road was not worth building. The railway was the proper colonization road, and railway lands would sell when and where free grant lands could not be given away without it, while the purchasers of land were more desirable as settlers than a *quasi* pauper emigration imported, at the public expense, to colonize free grant lands. The principle of our assessment law is, that the property benefited shall pay the tax; the lands, therefore, whether by the Government or a company, should be devoted to secure the railway. There was a great principle involved in our proposed march westward from Lake Superior; it was an assertion of Canadian nationality, in the face of the Monroe Doctrine.

There was also an Imperial element in the question, and the same reason, which had induced the Empire to promote the Intercolonial from Halifax to Quebec by a guarantee, applied with greater force to a Pacific railway which would directly connect the naval stations of Halifax and Esquimault through British territory. The Imperial Government knew that a tier of British provinces extending across the continent could not be held together without a railway. The railway engineer should have preceded the land surveyor and the Provincial Cabinet to Red river to show that Canada had something more to offer the *Metis* than a constitution and a tariff.

Whether Confederation was wise or unwise; whether a Pacific railway was financially practicable or not—westward extension of the former without the latter he believed to be impossible.

He did not think it necessary to provide for the Pacific section. If the road to and through the Fertile Belt was secured, British Columbia and the Pacific Ocean commerce should make it a through line.

In February, 1870, Mr. Keefer brought about a convention of municipalities in the Ottawa valley, including the city of Montreal, at which he said that "if Confederation was to be extended across the continent, a continuous railway on Canadian soil was indispensable," and that he "sincerely believed the enterprise they were met to consider, was the beginning of a Canadian Pacific railway," and the following year British Columbia was annexed to the Canadian Confederation on the basis of such a railway.